

Executive Summary

Chapter 1: Purpose of the Pedestrian Plan Update 1

This Plan updates the City of Asheville's 1999 Pedestrian Thoroughfare Plan in order to keep pedestrian infrastructure planning and investment approaches current. It updates the sidewalk inventory; the list of identified needs and requests; and updates the City Sidewalk Map. It also makes general policy and implementation recommendations.

Chapter 2: Planning Context 2

This plan reinforces goals and objectives from multiple State, Regional and City Plans including the Asheville Development Plan 2025 and the City Council's 2004 Strategic Operations Plan.

Chapter 3: Environmental and Social Context 11

The Plan provides an overview of pedestrian infrastructure and planning. It summarizes environmental, community health, economic development and other local issues that illustrate the benefits, needs, and concerns involved in pedestrian infrastructure in Asheville.

Chapter 4: Local Management Context 21

Plan reviews the multiple tasks, costs and considerations involved in installing sidewalks or greenways. It provides background information on City responsibilities and management approaches, including: determination of need, requirements and priorities, engineering and design, right-of-way acquisition, construction, and maintenance.

Chapter 5: State and MPO Context 41

The City must work with the North Carolina Department of Transportation at the State and Division levels to coordinate pedestrian needs with road construction and long range planning and to seek assistance for construction. This includes working through the Metropolitan Planning Organization. Plan includes a list of current and recommended needs that will involve the State DOT.

Chapter 6: Identified Needs 49

Based on the Pavement Condition Survey completed in 2004 and Public Works Department experience, there are almost 27 million dollars in identified sidewalk construction needs within the City. This includes new sidewalks, ADA compliance needs, and identified maintenance/upgrade needs. The City saw about 20 miles of sidewalk built since the last sidewalk inventory in 1999 by new development and City efforts. Continuing at that rate would take the City of Asheville over 30 years to complete the sidewalk needs identified in this plan, without addressing future maintenance needs not yet identified.

Chapter 7: Vision, Goals and Objectives 62

The Vision statement of the Pedestrian Plan is that:

"Asheville will develop and maintain a pedestrian network that includes sidewalks, pedestrian crossings, and greenways that ...

- *Offer convenience, safety and connectivity to citizens and visitors,*
- *Encourage and reward the choice to walk and use transit,*
- *Improve access for those with disabilities, and*
- *Add to the quality of life and unique character of the City of Asheville."*

The Plan includes goals, objectives, tasks to work toward that vision as well as measurable benchmarks to monitor progress.

Chapter 8: Recommendations 72

There are several things City staff should do to implement the Plan. These include:

- Maintenance of the sidewalk inventory data;
- Revisions to the UDO and Standards and Specifications Manual;

- Update the *fee-in-lieu* price structure once the new City sidewalk crew has completed a year of work;
- Establish other local funding sources;
- Work through the MPO and NCDOT Division office to establish a policy for managing sidewalk requests in ETJ areas;
- Incorporate walking into the City's new Transportation Demand Management Program;
- Improve staffing and management of greenway and sidewalk projects and grants; and
- Establish design policies for NCDOT projects within the City limits.

Chapter 9: Maps

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Plan includes several maps that present data collected in the City Pavement Condition Survey, recommended priority areas based on the criteria recommended in the plan, and "needed linkages." Needed Linkages indicate key sidewalk segments or strategic corridors where sidewalks do not exist, exist but are in poor condition or are non-compliant, or along roads which have sidewalk on only one side of the road where it is important to have it on both. The *Needed Linkage* map was developed from the PCR data, comments from the Asheville Bicycle and Pedestrian Task Force, Walkability Assessments conducted by volunteers for Healthy Buncombe, and information included in the 1999 Pedestrian Thoroughfare Plan, and has both planning and regulatory implications. It targets major thoroughfares and gaps in the pedestrian network that should be built out to provide a minimum of citywide connectivity. It also updates the "Needed Linkages" data cited in the UDO Sidewalk Regulations that dictate where *fee-in-lieu* of sidewalks may not be paid.

Appendices:

City of Asheville Sidewalk Ordinance
 APD Traffic Incident Report
 NCDOT Sidewalk and Greenway Policies
 Priority Project Projected Costs Spreadsheet